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(11) thence with a radius of 460.0 feet, and having a chord bearing and distance of North 1 degree 06 minutes 34 seconds West 13.53 feet to an iron pipe on said curve: (12) thence North 88 degrees 02 minutes 53 seconds East for 207.62 feet to an iron pipe: (13) thence North 23 degrees 00 minutes 00 seconds West 63.0 feet to an iron pipe: (14) North 51 degrees 45 minutes 30 seconds East 172.0 feet to an iron pipe and being a point on a curve to the left: (15) thence with a radius of 302.75 feet, and having a chord bearing and distance of North 38 degrees 28 minutes 03 seconds West 2.39 feet to an iron pipe on said curve; (16) thence North 51 degrees 18 minutes 24 seconds East 220.92 feat to an iron pipe; (17) thence South 26 degrees 29 minutes 40 seconds East 228.99 feet to an iron pipe: (19) thence South 14 degrees 34 minutes 35 seconds West 338.79 feet to an iron pipe: (20) thence South 39 degrees 33 minutes 22 seconds East 178.46 feet to an iron pipe; (21) thence North 69 degrees 09 minutes 50 seconds East 120.0 feet to an iron pipe: (22) thence South 20 degrees 50 minutes 10 seconds East 401.92 feet to a point at the existing North right-of-way line of Clay Street, also known as Maryland-U. S. Route No. 15, (with an iron pipe set at 358.87 feet) said point also being a point on a curve to the left; (23) thonce with a radius of 1620.21 fact, and having a chord bearing and distance of South 70 degrees 00 minutes 38 seconds West 59.42 feet to a point, being the point of curvature of said curve and on the existing North right-of-way line of Clay Street; thence continuing by the existing Mosth right-of-way line, (24) South 68 degrees 57 minutes 35 seconds West 541.47 feet to a point on said line; thence leaving said existing North right-ofway line and by the dividing line between the above mentioned Harne and the Grantors' tracts (25) North 02 degrees 53 minutes 41 seconds East 149.00 feet, (iron pipe at 20.78 feet) to the

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